

## **PUBLIC WORKS COMMITTEE**

**DATE:** August 25, 2005

**CALLED TO ORDER:** 3:05 p.m.

**ADJOURNED:** 5:02 p.m.

### **ATTENDANCE**

#### ATTENDING MEMBERS

Lonnell Conley, Chairman  
Patrice Abdullah  
Mary Moriarty Adams  
Ginny Cain  
Scott Keller  
Dane Mahern  
Mike Speedy

#### ABSENT MEMBERS

Jim Bradford  
Angela Mansfield

### **AGENDA**

PROPOSAL NO. 398, 2005 - establishes that the Council is interested in purchasing land owned by Eastside Properties, Inc. necessary for intersection improvements at 38th Street and German Church Road  
"Do Pass" Vote: 7-0

PROPOSAL NO. 399, 2005 - establishes that the Council is interested in purchasing land owned by the Pechette family necessary for intersection improvements at 38th Street and German Church Road  
"Do Pass" Vote: 7-0

PROPOSAL NO. 400, 2005 - authorizes parking restrictions on Pennsylvania Street between Washington Street and Court Street (District 15)  
"Do Pass" Vote: 7-0

PROPOSAL NO. 401, 2005 - authorizes parking restrictions on Wade Street near Boyd Avenue (District 20)  
"Do Pass" Vote: 7-0

PROPOSAL NO. 402, 2005 - authorizes intersection controls at 65th Street and Carroll Road (District 12)  
"Do Pass" Vote: 6-1

## **BUDGET HEARING**

Director's Overview  
Budget Overview  
Policy and Planning  
Indianapolis Fleet Services  
Policy and Planning  
Operations  
Solid Waste  
Maintenance Services  
Engineering  
Capital Improvement Program

## **PUBLIC WORKS COMMITTEE**

The Public Works Committee of the City-County Council met on Thursday, August 25, 2005. Chair Lonnell Conley called the meeting to order at 3:05 p.m. with the following members present: Patrice Abdullah, Mary Moriarty Adams, Ginny Cain, Dane Mahern, Scott Keller, and Mike Speedy. Absent were Jim Bradford and Angela Mansfield. Councillor Sherron Franklin was also in attendance.

Michael Rogers, Department of Public Works (DPW) Executive Assistant, stated that Proposal No. 398, 2005 is a request for the City-County Council to determine a need to purchase property at 38<sup>th</sup> Street and German Church Road for DPW's project to widen the intersection. He said that this is an unusual circumstance due to most of DPW's projects being federally funded, which requires a different process for land acquisition. The funding for this project is all locally based, which then places DPW under the Indiana Code requirements for acquiring property. Anything valued over \$25,000 requires Council approval, and the offers are based on an average of two appraisals.

Councillor Speedy asked what the amount is for these two projects. Mr. Rogers said that both of these projects are less than \$50,000 each.

Councillor Cain asked how the homeowners feel about this project. Mr. Rogers said that these were commercial properties and no homeowners are involved.

Councillor Abdullah asked if there are any houses or buildings on this property. Mr. Rogers answered in the negative and added that the properties are not very large. Councillor Abdullah asked if both of the property owners are aware of the project. Mr. Rogers answered in the affirmative and stated that they have had no opposition to the project or to the acquisition. The property owners, however, have not yet been presented with an offer, so to say that they are satisfied would be premature. Councillor Abdullah asked what happens if the property owner does not accept the offer. Mr. Rogers said that if the Council approves the acquisition of these properties, DPW will then move forward with a written offer and a time frame for the property owner to either accept or reject that offer. If the owner rejects the written offer, DPW would then have the option of condemning these properties to make the project go forward. Councillor Abdullah stated that he would be opposed to DPW following this process due to the fact that this is not fair to the property owner. He said the property owner should have the right to reject an offer without the fear of losing their property anyway to eminent domain. Mr. Rogers said that he believes the process of acquisition, as well as the process of eminent domain, with DPW is fair. The offer is made publicly and made based on the average of two separate and independent appraisals.

Councillor Mahern moved, seconded by Councillor Cain, to send Proposal No. 398, 2005 to the full Council with a "Do Pass" recommendation. The motion carried by a vote of 7-0.

PROPOSAL NO. 399, 2005 - establishes that the Council is interested in purchasing land owned by the Pechette family necessary for intersection improvements at 38th Street and German Church Road

Mr. Rogers stated that this proposal is the same as Proposal No. 399, 2005. He said that the value of this property is over \$25,000, which also requires Council approval.

Councillor Moriarty Adams moved, seconded by Councillor Speedy, to send Proposal No. 399, 2005 to the full Council with a "Do Pass" recommendation. The motion carried by a vote of 7-0.

PROPOSAL NO. 400, 2005 - authorizes parking restrictions on Pennsylvania Street between Washington Street and Court Street (District 15)

PROPOSAL NO. 401, 2005 - authorizes parking restrictions on Wade Street near Boyd Avenue (District 20)

Nathan Sheets, project manager for DPW, read Proposal Nos. 400 and 401, 2005 and stated that both district Councillors have approved these proposals. He said that on the west side of Pennsylvania Street, between Court and Washington Street, there is a "No Parking" restriction in effect from 7:00 a.m. to 6:00 p.m. Mr. Sheets said that they would remove this restriction and install parking meters that will benefit some of the businesses in that area without affecting the flow of traffic.

Councillor Abdullah moved, seconded by Councillor Mahern, to send Proposal Nos. 400 and 401, 2005 to the full Council with a "Do Pass" recommendation. The motion carried by a vote of 7-0.

PROPOSAL NO. 402, 2005 - authorizes intersection controls at 65th Street and Carroll Road (District 12)

Councillor Franklin asked for the Committee members' support for Proposal No. 402, 2005. She said that this is for a stop sign at 65<sup>th</sup> Street and Carroll Road. Councillor Franklin said that the traffic in this area has increased due to the four new subdivisions that were built in Hancock County. She was informed that there is a two-way stop sign at this intersection, and most of the citizens do not always follow the rules of the stop sign.

Councillor Cain stated that she will support this proposal because she lives in that area. She added that Hancock County has grown, and the traffic is a lot heavier in this area now.

Councillor Mahern asked if the City has jurisdiction in that area. Councillor Franklin answered in the affirmative.

Councillor Speedy stated that it is difficult to vote for an intersection control if the traffic study has not shown the need for this four-way stop. Councillor Franklin stated that it is unfortunate that humans work from studies and not from actual facts. Councillor Cain stated that she is in that area a lot and it is very hard to see oncoming traffic when trying to pull out onto Carroll Road, so it would really be helpful to have everyone stop.

Councillor Keller stated that he understands the need for an intersection control in certain areas, even if the traffic study does not prove there is a need for the intersection control, and he will support this ordinance.

Mr. Sheets stated that they studied this area for traffic volume, as well as accidents, and based on the information that was received, the warrants for a multi-way stop were not met. Councillor Speedy asked if there is a history of traffic accidents at that intersection. Mr. Sheets stated that before a multi-way stop could be warranted based upon accident occurrences, at least four accidents would have to occur in a three-year period, and this intersection does not meet that criteria. Councillor Mahern asked, since this intersection is part of another county's jurisdiction, if there is a possibility that the other county may have more reports of accidents. Mr. Sheets stated that officers are required to report accidents to the State police and the database includes information of all accidents that have occurred in that area.

Steven Hobach, citizen, stated that one of the problems with the traffic study is that Pendleton Pike has been under construction off and on for the last two years, and traffic patterns are not the true patterns. He said that this is the first step in trying to keep all the adjoining areas informed.

Chair Conley stated that sometimes studies do not reflect the true picture of a particular situation.

Councillor Moriarty Adams moved, seconded by Councillor Cain, to send Proposal No. 402, 2005 to the full Council with a "Do Pass" recommendation. The motion carried by a vote of 6-1, with Councillor Speedy casting the negative vote.

## **BUDGET HEARING**

### **Director's Overview**

James Garrard, Director of DPW, reviewed the mission statement of the department, which is to provide efficient and effective, high-quality customer service to citizens and visitors by maintaining infrastructure, managing transportation and fleet services, providing solid waste collection and disposal, and improving environmental quality. He said that they have tightened their belts for the last few years and intend to continue doing so, without sacrificing quality customer service and core services, such as trash pick-up, snow removal, and pothole repair. He introduced division directors and other key personnel and acknowledged DPW Partners: Association of Federal, State and

County Municipal Employees (AFSCME) Locals 725 and 3131, United Water (operate the wastewater treatment plant), Covanta (waste energy facility), Republic and Waste Management (solid waste collection), Keep Indianapolis Beautiful, Inc., Indianapolis Downtown, Inc., and the Clean Stream Team (addresses the raw sewage problem).

Mr. Garrard reviewed several accomplishments of the department in 2005, which include: the e-cycling program, installation of over 225 diesel oxidation catalysts for lower emission, a Latino outreach campaign, securing over \$1.6 million in grant funding, recognition as one of America's top six disability-friendly cities, treated over 70 billion gallons of wastewater, provided outstanding response to severe weather and saved over \$500,000 with pre-season salt purchases, major upgrades to Belmont and Southport Advanced Wastewater Treatment (AWT) plants, initiated Michigan Street tunneling project, and constructed a record number of transportation projects. He said that goals for 2006 include: continue to increase minority and women owned business (MBE/WBE) participation, develop a more comprehensive recycling program, evaluate global positioning systems, expand use of wireless technology, continue to address raw sewage overflows, complete 38<sup>th</sup> Street construction, bid wastewater treatment interplant connection, increase stormwater management projects, and continue to upgrade and expand the Belmont and Southport AWT plants.

### **Budget Overview**

Michael Williams, Chief Financial Officer for DPW, stated that the proposed 2006 overall DPW budget is \$154,672,470, which is a total increase of \$1.41 million, or 0.92%, over the 2005 budget. This increase is due to contractual and mandatory increases, such as United Water, AFSCME and National Pollution Discharge Elimination System (NPDES) Permits. He added that the Fleet Services Division has been transferred to DPW and fuel costs also have affected the budget. Jeff Seidenstein, Deputy Controller, stated that they have included historical data for Fleet Services as though the division had been in DPW, even though it was part of another department in 2004. He said that the Council will still be able to compare former year budgets in an "apples to apples" comparison. Mr. Williams stated that including the Capital Improvements Program (CIP) and other revenue sources, such as bond proceeds, federal aid, and grant dollars, the proposed DPW budget for 2006 is \$337,563,915. Full-time equivalent employees (FTEs) have been reduced over the last couple of years through attrition, for a budgeted amount of 666 FTEs for 2006, which is a reduction of 18.75 FTEs from 2005. This number takes into account the 90 FTEs added from Fleet Services as though this division was already included in the former FTE count.

Mr. Williams stated that DPW is largely driven by fees and charges, such as stormwater fees, sewer user fees, solid waste fees, parking meter fees, intergovernmental gas taxes, abandoned vehicles, and licenses. He said that property taxes are used in the Cumulative Fund for transportation at about \$4.8 million, and approximately \$800,000 is used in the environmental division. Another portion of property tax is dedicated to solid waste. In reference to the budget comparison year-to-year, the drop from 2003 to 2004

was due primarily to \$8.7 million of pass-through monies for IndyGo in Public Mass Transit Funds and a drop in FTEs and better budget management. He said that the increase from 2004 to 2005 is due primarily to the re-assignment of the Fleet Services Division from another department. Mr. Williams reviewed the budget characters and explained what types of expenditures fit into each character. He stated that Character 05 is basically for chargebacks between departments. He said that 22% of the DPW budget is for Character 01 (Personal Services); 8% in Character 02 (Supplies); 3% in Character 03 (Contractual Services); 13% in Character 04 (Capital Outlay), and 54% in Internal Services and Chargebacks (Character 05). He stated that factoring in the Capital Improvement Program (CIP), salaries only make up approximately 10.27% of the overall budget, which indicates that DPW is running a very efficient department, and a majority of the expenditures go toward operational services or capital improvements. Character 01 shows a 1.5% (\$529,000) increase, which is due mostly to union contract negotiations with increases in salaries, group insurance, pension plan, and worker's compensation. He said that they have cut back in bi-weekly salaries and overtime to try and absorb some of this increase. He said that Character 02 shows a net increase of 13.6% (\$1,660,000) due to the inclusion of Fleet Services into the department and the rising cost of fuel. Character 03 indicates an increase of 0.72% (\$638,000) due to management contracts such as United Water, information technology costs, legal settlements and insurance premiums. Many cuts were made in other areas within this character to try and offset that increase as much as possible, bringing some of the sweeping and mowing services in-house. Character 04 shows a decrease of 2.4% (\$497,000), which is primarily due to expired vehicle leases. There is also a decrease in Character 05 of 25.2% (\$918,000), which is indicative of other departments tightening their budgets and cutting back on expenses, which in turn cuts back on chargeback revenue. The overall net increase for DPW is 0.915% (\$1,411,000).

Chair Conley asked if the DPW Board has approved the budget. Mr. Garrard stated that the board does not approve the DPW budget, and it is only approved by the Council.

Councillor Mahern asked if the amount budgeted for fuel is going to be sufficient based on rising costs, or if it is again underbudgeted and additional appropriations will be needed. Ron Stinson, Manager of Fleet Services, stated that they have budgeted for \$1.78 per gallon, and are currently paying over \$2 a gallon for fuel. If this price trend continues, there will probably be a need for an adjustment next year. Mr. Seidenstein stated that when they developed this budget a month and a half ago, fuel prices were significantly less than they are currently. Councillor Mahern said that he just wanted to bring this to everyone's attention, so that they are aware that the prices continue to rise and there may be further need to address the issue in the future. Mr. Seidenstein said that they have also not taken into account that there may be some measures for reductions in take-home vehicles that may help to offset these higher gas prices. He said that they are not knowingly budgeting less than they need, and feel they have budgeted sufficient for fuel costs. However, if prices continue to rise, this budgeted amount may not be adequate. Mr. Garrard stated that vehicles which can use the

ethanol-based fuel, which is cheaper than regular fuel, have been locked into using only the ethanol-based fuel.

Councillor Abdullah commended the department on trying to scale back in areas to offset uncontrollable increases. He said that it is important to make sure the bottom line is met and services are not impacted negatively.

### **Policy and Planning Division**

Kumar Menon, Deputy Director, Policy and Planning Division, explained the different sections of the Policy and Planning Division: Environmental Services, Customer Service, Public Information Office, Administration, Strategic Planning, and Mayor's Office on Disability Affairs. He said that this division is responsible for air, water and land pollution control; grant application and management; information, accessibility and outreach services; contract negotiations and management; planning and policy development; financial and business services; inter- and intra-agency coordination; and infrastructure monitoring and complaint resolution. He said that in 2005, Indianapolis was recognized as one of America's top six most Disability Friendly cities, and they are very proud of that accomplishment. Other 2005 accomplishments include: more bilingual material and media exposure; improved tox drop and e-cycle programs; improved service to citizens and industry with quicker response times and wireless technology; improved Knozone, air quality and recycling programs; and increased grants, decreased costs and improved services. Goals for 2006 include: reducing costs and doing more with less, improving environmental stewardship, smarter contract management, increasing accessibility to DPW services, improving cooperation and coordination, spending more time with citizens and less time in the office, expanding outreach efforts on DPW services, and bringing in more grant money to fund additional programs.

Mr. Williams said that FTE positions have been reduced from 119 to 112, due mostly to attrition and more efficient use of personnel. Total 2006 revenues for this division are estimated at \$4,619,253, most of which is due to a portion of cigarette tax coming into the department. The rest of these revenues are generated by licenses, fees and charges for services provided by the department. The overall budget decrease for this division is 2.69% (\$127,723), with the only increase shown in Character 03 for technology costs related to database improvements that they were not able to completely offset.

Councillor Mahern commended the division on reducing employees without losing any efficiency. Going from 124.5 FTEs to 112 FTEs in a three-year period without loss of performance is applaudable. He said that he hopes the division continues to reach out to the Hispanic community to make them more aware of City rules, regulations, and services.



Councillor Abdullaah asked if any of these cuts will affect the Mayor's Action Center (MAC), as there have been complaints regarding response time. If more personnel are needed, maybe they need to re-think some of these cuts. Robert Clifford, City Controller, stated that the Department of Metropolitan Development (DMD) manages the MAC. At the time the budget was prepared, the MAC had three vacancies that they felt they could manage without filling due to a new software that would help with the number of calls. They have had some complications with getting this new software up and running, but expect it to be functional very soon. He said that they continue to monitor this area, and they will not leave positions open if it is causing a problem with service and operations.

Councillor Cain said that much of what the Council deals with relates to DPW services, and there still seems to be an issue with follow-up for many of her constituents. She said that the new software is supposed to be an answer to that, and she hopes that the process can be sped up so that constituents get better follow-up to their complaints. She added that Susan Preble, Legislative Liaison for DPW, has been a big help to her in getting answers to citizens. Mr. Menon said that they are working closely with DMD and the MAC to address this follow-up problem, as almost 75% of the calls MAC receives are DPW-related.

Councillor Mahern stated that as chair of the Metropolitan Development Committee, the MAC has reported a lot of progress with the software, but they know there are some issues which still need to be solved. He said that they are adding some people from DPW's call line in an office area adjacent to the MAC, which should help with communications problems and follow-up. If a call comes in with a more technical issue than a MAC employee can understand or handle, a DPW representative would be more readily available and communication would be more instant.

### **Indianapolis Fleet Services**

Ron Stinson, Manager of Fleet Services, stated that Indianapolis Fleet Services (IFS) acquires, manages and monitors more than 3,300 City vehicles and equipment; maintains and services all City-owned vehicles and equipment; and provides fuel services for City and other municipal customers. He briefly reviewed 2005 accomplishments, which include: decreasing contractual expenses, reducing overall repair costs, and increasing the scope of repair and maintenance services. He said that they have performed more repairs in-house and acquired over 100 County agency vehicles with no personnel increase. He said that 2006 goals include: focusing on mission-critical and safety-related repairs, increasing emphasis on preventative maintenance, increasing training programs and opportunities, and continuing to reduce costs. The overall budget increase proposed for 2006 is 9.6% (\$1,630,576) and is almost completely due to fuel increases in Character 02 (19.6% increase). Character 01 and fuel increases total \$1,913,865. Without these increases, there would be a net decrease of \$283,289 in the proposed budget.

Mr. Stinson said that fuel costs continue to rise, and since 2004, the budgeted amount per gallon has not covered the actual cost per gallon. In 2004, \$1.15 was budgeted per gallon, with an actual average cost of \$1.47 per gallon. In 2005, \$1.35 was budgeted per gallon, with an actual average cost so far of \$1.65 per gallon. For the 2006 budget, IFS has increased the cost per gallon to \$1.78. It is difficult to estimate end-of-the year price swings but they have decreased the annual fuel usage to help with the increase in fuel costs. He said that unscheduled events or emergencies, of course, affect fuel usage, and therefore, this is also hard to predict. He stated that unscheduled repairs have decreased due to stepping up the preventative maintenance and field service programs.

Councillor Mahern asked if there have been any problems with the transition of IFS to DPW. Mr. Stinson said that the transition has been truly flawless.

### **Engineering/Capital Improvement Program**

Mona Salem, administrator of the Division of Engineering, introduced Alan Bacon, administrator of Business Services. She said that the Engineering Division oversees the planning, design and construction of all public infrastructure, including streets, sidewalks and sewers. She recognized members of the Engineering Division staff and referred to 2005 accomplishments, which included a record number of transportation projects, with projects in every section of the County. They are in the process of completing nine federally funded projects (Brookville Road, Shadeland Avenue, Franklin Road, Michigan Road, Southport Road, Binford Boulevard, 38<sup>th</sup> Street, 62<sup>nd</sup> and Georgetown, and 86<sup>th</sup> Street over Eagle Creek). Initiatives for 2006 include: a recent contract approved for the Market Street Ramp relocation, developing and bidding the 16<sup>th</sup> Street Biosciences project, implementing the Combined Sewer Overflow (CSO) Long Term Control Plan, initiating the Indianapolis North Flood Damage Protection Project, completing the next two phases of the 38<sup>th</sup> Street project, and striving to exceed City standards for MBE/WBE participation. She said that mid-year, \$29 million of construction has been completed. Approximately 13.75% of that work was done by MBE construction firms and 2.5% by WBE construction firms, with 7.7% of the design by MBE firms and a little more than 1% by WBE firms. Ms. Salem said that they are always looking for more MBE/WBE engineering firms, and added that there are also a few vacant positions that need to be filled, and they are looking for qualified individuals.

Mr. Bacon stated that the Engineering Division's overall proposed 2006 budget reflects a 0.08% decrease (\$23,886). Character 03 shows a slight increase due primarily to environmental surveys. He said that this increase and others were offset by decreases in information technology, salaries and departmental charges.

Ms. Salem said that although the Engineering Division has a small operating budget, they manage the large Capital Improvement Program (CIP). She said that there were increases in transportation projects in 2003 and 2004, but completion on these projects returned the program to normal transportation activity for 2005 and 2006. She said that

Transportation funds from the State are decreasing, and they will try to maintain the infrastructure with the monies they have. They continue to seek grant funding and have secured an additional \$33 million dedicated to improvements in Downtown Indianapolis which were not reflected on the charts in the presentation. She said that Sanitary and Stormwater funds have increased for the 2006 budget. She said that the majority of Transportation funding comes from federal dollars, with some revenue from parking meters and the County Cumulative Fund. Most of these Transportation dollars go into street improvements, standard resurfacing, traffic improvements, and bridges. This year, the majority of Sanitary funding came from the State Revolving Loan fund, which will not be able to fund everything needed for next year, and therefore they will have to look towards open market bonds in future years. She said that Sanitary investments include planned improvements and expansions to address sewage and overflow problems. The Stormwater funds come primarily from the Federal government and it has been a slow year, which they are hoping to increase for 2006. Most of these funds will be used for roadside drainage in neighborhoods, levees, dams, and channel work. Ms. Salem commended the small Engineering Division staff for their hard work in monitoring all of these projects.

Councillor Keller asked what portion of curbs and sidewalks funding goes towards repair of existing infrastructure, as opposed to new developments. Ms. Salem said that the majority of the funds go toward maintenance of existing infrastructure. Very little of the local dollars are used for new developments. Federal dollars are used for new projects and larger projects.

Councillor Cain asked if there will be more money for resurfacing, curbs and sidewalks in 2006. Ms. Salem said that they will have approximately the same amount of money. The increase is in private funding to match federal dollars for a trail project Downtown.

Councillor Moriarty Adams commended and thanked the Engineering Division for being so responsive to her concerns and questions.

### **Operations (Solid Waste & Maintenance Services)**

Patrick Carroll, Deputy Director, Operations Division, stated that the Operations Division is responsible for solid waste, maintenance services, water management, and special events. He introduced key personnel and explained that although they have tightened their budget as much as they can, unexpected weather-related events can have a significant effect on their budget. He said that accomplishments for 2005 include: collecting and disposing of 655,000 tons of solid waste at Covanta, including 309,000 tons of residential waste and 24,000 tons of heavy trash; entering into competitive solid waste contracts; expanding the 96-gallon cart program; implementing a web-based flow monitoring system; initiating a digital picture server project; applying cost-savings strategies; establishing a sanitary sewer overflow mitigation team; increasing collaborations with other departments and divisions; cleaning over 70 miles of alleys through the Community Service program; and responding to over 8,000 service

requests for pothole repairs. He stated that 2006 goals include: decreasing sewer blockages by implementing "Grease Busters;" implementing Correct Connect; continuing to expand the 96-gallon cart program; reducing overtime by coordinating services and shifts; evaluating and improving contract design and management; maintaining rapid response to potholes and other emergency needs; and planning for and hosting the 2006 Five-Cities Plus Conference.

Mr. Williams stated that the budget for the Operations Division shows an overall increase of 0.70% (\$799,469). Most of this increase is reflected in Characters 01 and 03 and is due to union contract increases and advanced wastewater treatment (AWT) and solid waste contractual services. They have reduced their FTE positions from 418.25 in 2005 to 408 FTEs for 2006.

Councillor Speedy commended Keep Indianapolis Beautiful for using tax dollars and corporate contributions wisely and making positive contributions to the community, specifically in his district.

Chair Conley thanked each division administrator for their time and their presentations. There being no further business, and upon motion duly made, the meeting was adjourned at 5:02 p.m.

Respectfully Submitted,

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Lonnell Conley, Chairman

LC:rjp/ag